

# The China Mail.

Established February, 1845.

VOL. XL. No. 6627.

號十三年十月四十八百八十一英

HONGKONG, MONDAY, OCTOBER 20, 1884.

日二初月九申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALIAS, 11 & 12, Old Bond Street, Lombard Street, E.C.; G. GEORGE & GOTCH, Ludgate Circus, E.C.; BATES & CO., 31, Walbrook, E.C.; C. H. GREENHALGH & CO., 180 & 184, Lombard Street, E.C.

PARIS, AND EUROPE.—GARNET & PARTNER, 36 Rue Laffitte, Paris.

NEW YORK.—ANDREW WIND, 21 Park Row.

AUSTRALIA; TASMANIA, AND NEW ZEALAND.—GOTCH & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

BINGAPORE, STRAITS, &c.—SATIE & CO., 8, Square, Singapore; U. HEINZEN & CO., Manila.

CHINA.—M. M. MORTS, A. A. DE MELO & CO., Soocon; QUILLON & CO., Amoy; WILSON, NICHOLS & CO., Foochow; HEDGE & CO., Shanghai; SATE, CRAWFORD & CO., and KELLY & WATSON, Yehching; LING, CRAWFORD & CO.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)

LONDON BANKERS.

UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.

6 " 4 "

12 " 5 % "

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON,

Manager.

Hongkong, September 15, 1884. 1556

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000  
RESERVE FUND.....\$4,400,000  
RESERVE FOR EQUALIZATION & DIVIDENDS.....\$400,000  
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.  
Chairman—A. P. MOGWEN, Esq.  
Deputy Chairman—Hon. F. D. SASQUON,  
C. D. BOTTOMLEY, M. GROTE, Esq.  
H. L. DAILEYMPLE, Hon. W. KESWICK,  
A. MULVER, Esq.  
W. H. FORBES, Esq. M. E. SASQUON, Esq.

Chief Manager—  
Hongkong, T. J. JACKSON, Esq.  
Manager—  
Shanghai, E. W. CAMERON, Esq.  
LONDON BANKERS, London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
6 " 4 per cent.  
12 " 5 per cent.

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Deposits granted on London, and the chief Commercial ports in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Hongkong, August 25, 1884. 1423

NOTICE.  
RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

ADJUSTMENT OF BONUSES FOR THE YEAR 1883.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contribution for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO., General Agents,  
CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Third Ordinary General MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned, No. 7, Queen's Road, at Noon, on FRIDAY, the 31st day of October instant.

The Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st day of October instant, both days inclusive.

By Order of the General Committee.

EDWARD BEART,  
Secretary.

Hongkong, October 9, 1884. 1720

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EDWARD BEART

# THE CHINA MAIL.

No. 6627.—OCTOBER 20, 1884.

## For Sale.

**MacEWEN, FRICKEL & CO.**  
No. 63, Queen's Road East,  
(OPPOSITE THE COMMISSIONERS),  
A B E N O W  
LANDING FROM AMERICA.

**TOPPOCAN BUTTER.**  
Eastern and California CHEESE.  
**CODFISH.** Boned.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.  
Family BEEF in 25 lb. bags.  
Beau Ideal SALMON in 2 lb. cans.  
Cutting's DesserT FRUITS in 2 lb. cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.  
Stuffed PEPPERS.  
Assorted SOUPS.  
Richardson's & Robbie's Celebrated Potted  
MEATS.

Lunch HAM.  
Lamb's TONGUES.  
Cham OHOWDER.  
Fresh OREGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUGGOTASH.  
Maple SYRUP.  
Golden SYRUP.  
Cracked WHEAT.  
HOMINY.  
HONEY.

## FAIRBANKS' SCALES.

400 lb. Capacity.  
600 lb. "  
900 lb. "  
1,200 lb. "

**K A I S A R - I - H I N D'**  
CIGARETTES  
in crystallized Boxes of 100 at \$6.50  
per mille.

**SPORTING AND RIFLE GUNPOWDER**  
in 1-lb. Tins.

**AGATE IRON WARE**  
INSERTION RUBBER.  
Tuck's PATENT PACKING.

HITCHCOCK HOUSE LAMPS.  
PERFECTION STUDENT LAMPS.  
LAWN BOWLS.

PAINTS and OILS.  
TALLOW and TAR.  
BITCH and ROSIN.

Ex late Arrivals from  
ENGLAND.

A LARGE ASSORTMENT OF  
S T O R E S ,  
including:

ALMONDS and RAISINS.  
French PLUMS.  
TETSONIAN'S DESSERT FRUITS.  
JORDAN ALMONDS.

Fine YORK HAMS.  
PICNIC TONGUES.  
BREAKFAST TONGUES.  
PATE DE FOIE GRAS.  
Diphy CHICKS.  
Yarmouth BLOATERS.  
Kippered HERRINGS.  
Herrings & M SARDINES.

IRISH BACON in thin.  
COCONUTINA.  
Van HOUTEN's COCOA.  
EPP'S COCOA.

**SPARTAN**  
COOKING STOVES.

**CLARETS—**  
CHATEAU MARGAUX.  
CHATEAU LA TOUR, pinte & quart.  
12 oz. GRAVES.  
BREAKFAST CLARET, "

SHERRIES & PORT—  
SAINTON'S MANZANILLA & AMON-

TILLADO.

SACQUET'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—  
1 and 3-star Hiram's BRANDY.  
COVINGTON'S BRANDY.  
FIRST OLD BOURBON WHISKY.

KINAHILL WHISKY.

ROBAL GLENDEFER WHISKY.

BROWN'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSS'S LIME JUICE CORDIAL.

NOELI PEAT & CO.'S VERMOUTH.

JACKSON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOKER'S and O'BRIEN'S BITTERS.

AGL. & CO., &c.

BASS'S ALE, bottled by CAMERON and  
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the  
gallon.

ALE and PORTER, in hogsheads."

SPECIALLY SELECTED

**G I G A R S .**

Nine New Scions' GUMSHAW TEA, in  
5 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF  
SAFES, CASH and PAPER  
BOXES, at Manufacturer's Price.

Hongkong, Aug. 15, 1884.

## To Let.

**G O D O W N S - T O L E T .**  
PIAYA EAST and WANCHAI ROAD.  
For Particulars, apply to  
SIEMSEN & Co.  
Hongkong, April 26, 1884. 167

## To Let.

**N O . 2 5 , PIAYA CENTRAL**  
Nos. 2 and 3, SEYMOUR TERRACE.  
Nos. 3 and 4, PEDDER'S HILL.  
Apply to  
DAVID SASOON, SONS & Co.  
Hongkong, October 2, 1884. 1664

## To Let.

**N O . 1 and 6, RICHMOND TERRACE, Bon-**  
ham Road.  
The "NOVELTY STORE" (next to KELLY &  
WALSH).

The PREMISES lately occupied by MESSRS.  
SAVILLE & CO. ("VICTORIA EXCHANGE") in  
Queen's Road, with Dwelling-house above  
and Godown on Ground-floor. To be let  
either in conjunction with Store or separately.  
Possession from 1st November next.

Apply to  
H. A. WOOLNOUGH,  
Hongkong Dispensary.  
Hongkong, October 11, 1884. 1731

## To Let.

**G REENMOUNT, BONHAM ROAD;** from  
the 1st of September, 1884.  
Apply to  
GILMAN & Co.  
Hongkong, July 21, 1884. 1204

## Notices of Firms.

### NOTICE

THE INTEREST and RESPONSIBILITY of  
MR. ALFRED THOMAS MANGER  
in our Firm, ceased on the 30th day of  
June, 1884.

DOUGLAS LAPRAIK & Co.  
Hongkong, September 23, 1884. 1617

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owner will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

ALIMATA, American 3-m. schooner, Capt.  
E. G. Lapham.—Birley, Dalrymple & Co.  
ANNA SIBER, German barque, Capt. A.  
Paulsen.—Wieser & Co.

CARIE HECKLE, Amer. barquentine, Capt.  
Sunderland.—Arnhold, Karberg & Co.

DANUBE, British steamer, Captain J.  
Newton.—Yuen Fat Hong.

IMPORTER, American barque, Capt. John  
P. Wessels.—Mueller & Co.

JOHN C. MUNRO, British barque, Capt.  
Wm. Summers.—Adamson, Bell & Co.

MAHIE, German ship, Capt. Warnken.—  
Mellers & Co.

MOUNT LEBANON, British barquentine,  
Capt. D. Maxwell.—Borneo Company, Limited.

SARAH HIGGITT, American ship, Capt. J.  
Bosar.—Arnhold, Karberg & Co.

SEA RIPPLE, British 3-masted schooner,  
Capt. Alfred Kickers.—Siemens & Co.

TAHAE E. MARSHALL, Brit. barque, Capt.  
J. H. Parker.—Arnhold, Karberg & Co.

UNDAUNTED, American ship, Capt. Jas.  
P. Hamilton.—Order.

WANDERING JEW, American ship, Capt.  
Henry Talpey.—Arnhold, Karberg & Co.

Hongkong, October 20, 1884. 1775

## Vessels Advertised as Loading.

Destination. Vessels. Captain. Agents. Date of Leaving.

Havre, &c., via Suez Canal... Atlanta (s)... Siemsen & Co. About October 22.  
London, &c., via Suez Canal... Ancona (s)... P. & O. S. N. Co. October 23, at 4 p.m.  
London, via Suez Canal... Glengarry (s)... Taylor. Jardine, Matheson & Co. About October 23.  
Manila, via Amoy... Zafiro (s)... Talbot. Russell & Co. October 23, at 5 p.m.  
New York... Emily Reed. Sheldan. Russell & Co. quick despatch.  
Saigon... Cruiser (s)... Rowin. Lee Wing & Co. October 23, at 3 p.m.  
San Francisco, via Yokohama... City of Tokio (s)... Fookang (s)... Young. Jardine, Matheson & Co. October 24, at 3 p.m.  
Shanghai... Danube (s)... J. Newton. Yuen Fat Hong. October 24, at 11 a.m.  
Swatow and Bangkok... Danube (s)... Russell & Co. Oct. 24, at 11 a.m.  
Sydney and Melbourne... Timor (s)... Peters. Russell & Co. Oct. 24, at 11 a.m.  
Tientsin... Chin-tung (s)... Oragh. Russell & Co. Oct. 25, at 11 a.m.  
Trieste, &c., via Yokohama... Medusa (s)... G. Ragusin. Mellers & Co. About Oct. 28, noon.  
Peiho (s)...

RATES OF INTEREST.

H.K. and M. Steamboat Co., Limited.... 8,000 £. 100 £. 75 £. 213,000 £. 34,638 £100  
Indo-China S. N. Co., 1A. 60,000 sh. issued... 15,387 £. 10 £. 10 £. ... 25 % discount do.  
31,212 £. 20 £. 10 £. ... 25 discount do.

China and Manila S. S. Company, Limited... 3,500 £. 100 £. all... 23 discount do.

MISCELLANEOUS.

Hongkong & Whampoa Dock Co., Limited... 10,000 £. 125 £. 125 £. 15,000 £. 8,401 £. 66 £100  
H.K. and China Gas Company, Limited... 5,000 £. 2 £. 2 £. 50,000 £. ... 280 per share  
Union Insurance Society Company, Limited... 2,000 £. 1,250 £. 125 £. 500,000 £. 576,391 £. 99 £100  
China Traders' Insurance Company, Limited... 24,000 £. 63,33 £. 50 £. 600,000 £. 167,381 £. 43 £100  
Canton Insurance Office Company, Limited... 10,000 £. 250 £. 50 £. 55,000 £. ... ex div. buyers  
Chinese Insurance Company, Limited... 1,500 £. 1,000 £. 200 £. 18,711 £. 5 £100  
Hongkong Fire Insurance Co., Limited... 8,000 £. 250 £. 50 £. 85,000 £. 285,231,000 £. 330 £100  
China Fire Insurance Company, Limited... 20,000 £. 100 £. 20 £. 510,978 £. 61 £100

POSITION PER LAST REPORT.

Stocks. Nos. of Shares. Paid. Balance foward.

RATES OF INTEREST.

Chinese Imperial 1874... 6,276 £. 100 £. 8 £. June 30 Dec. 31  
1877... 16,040 £. 100 £. 8 £. Feb. 28 Ag. 31  
1878... 3,897 £. 500 £. 8 £. April & October  
1881... 8,663 £. 500 £. 8 £. June & Dec. 10

Interest. 100 £. 100 £. 100 £.

## Notices to Consignees.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

Cargo for Steamship

"C. G. de CHAMPEAUX,"

from Marsella and intermediate ports and in connection with S. S. "G. de CHAMPEAUX," from London, are hereby informed that their Goods are being transhipped to the S. S. "Triton," whence delivery may be obtained.

Optional Charge will be forwarded on,

unless intimation is received from the Con-

sigees before Noon on the 23rd Inst., at Daylight.

For Freight or Passage, apply to

RUSSELL & CO.,

General Managers.

Hongkong, October 18, 1884. 1763

G. de CHAMPEAUX,

Agent.

Hongkong, October 18, 1884. 1763

The Steamship

"Triton,"

Captain Perkins, will be

despatched as above on

THURSDAY, the 23rd Inst., at Daylight.

For Freight or Passage, apply to

RUSSELL & CO.,

General Managers.

Hongkong, October 18, 1884. 1774

The CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

Cargo for Steamship

"C. G. de CHAMPEAUX,"

from Marsella and intermediate ports and in connection with S. S. "G. de CHAMPEAUX," from London, are hereby informed that their Goods are being transhipped to the S. S. "Triton," whence delivery may be obtained.

ring off the signal for the Central Fire Station, No. 3, Bonham Strand, and the Nos. 3 and 4 Government steam engines were almost immediately taken up to the Praya and commenced operations. By the time, however, that the engine had gone to work the house was enveloped in flames from top to bottom. Three houses were brought to bear upon the fire from the building at the junction of Queen's Road and Bonham Strand, while two more were conducted from the Praya to Kwong Yuk Street and operated upon the rear of the house attacked. The adjoining house to the building in which the conflagration originated, consisting of two apartments built over the archway which admitted the entrance to Kwong Yuk Street, very soon took fire from the roof, concomitant with the burning building, and this house, together with the house in which the fire originated, was completely gutted. The water fire-engine from Tsim-tsa-tau, arrived at the Praya during the course of the conflagration, to render assistance if necessary, did not, however, find it required to use its services, the ground of the manor which arrived in the ground shortly after 1 p.m., at 2.30 the fire was put well under hand, all damage done being limited to the house in which the fire started and the building standing above it, which, by about 2 a.m. the fire was entirely extinguished.

The ground and first floor of No. 11 Bonham Strand were occupied by a dozen or so persons, while the second floor was inhabited by a number of individuals who, so far as we can learn, divided their time between some tobacco dealing and gambling. The fire is believed to have originated on the ground floor, where three Chinese were sleeping in a back room. These men state that, the only light left burning in the house when they retired to rest a little before 12 o'clock, was a lamp hung up in a passage not to the room they slept in. The house, however, has an extraordinary record. In September last the premises were utterly destroyed by fire and have since been entirely rebuilt, and during the last month, in which time the two lower floors have been in the occupation of no tenants, no less than three fires have occurred, the first two being extinguished by the police before getting outside the walls of the building. In one of these cases, at least, it was evident that the fire was the work of incendiaries, as kerosene oil and other inflammable had been used to start the conflagration. The tenants of the lower portion of the house are said to be insured to the extent of \$10,000 in a German insurance office, and the occupants of the upper story for \$2,000. Taking into consideration the past month's history of the house there seems very good reason to believe that Sunday morning's fire was not accidental, but the result of wilful incendiarism.

Owing to the recent disturbances in the Colony, some little trouble was anticipated by the police from disorders during the first but the ground immediately around the scene of the conflagration had kept well clear from the crowd no trouble whatever occurred.

*Our Shanghai says the dredging of the port of Yokohama will be begun early next year. The cost of the earth is estimated at more than a million yen.*

Taz Shanghai Mercury, bears that the steamer *Ingborg*, which arrived at Nagasaki on the 10th inst., was not allowed to land her cargo at Keeling and being unable to load coal there, had to proceed to Japan.

The N.O.D. news letter and the Amer-

ican steamer *Wing*, has been sold, and will in future fly the English flag. The parties who have purchased her intend running her between Shanghai and Foochow. They are also negotiating for the purchase of two other steamers, one of which, however, the news notices by the Hongkong papers, has been sold to the Chinese Government.

An Imperial Decree, dated the 12th inst., degrades for ever the commander of the French fort named Yen Chih-pao. He is not allowed hereafter to volunteer his services to any regimental force whatever. This degradation is in consequence of the outrage that was committed on H.M.S. *Zebra*, resulting in the death of Lieutenant Hubbard.

The Proclamation of the Vicerey of Canton authorizing the Chinese to take service with the Foreigners so as to be able to put poison in their food, burn their houses, &c., &c., is distributed everywhere in the interior, so that one can easily understand that the Decree issued by the Tsung-lu Yamen against this Proclamation was only an article or a trick played on the Foreign Minister, who ordered this to be done.

The following telegrams are taken from Australian papers:

Sydney, September 12.—A sculling match was arranged to-night for 2,000 dollars and the victor was Mr. William Beach and Thomas Clifford, to be rowed on the Parramatta River on the 28th February. Articles were signed to-night and a first deposit of \$200 made.

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*Our Shanghai says the dredging of the port of Yokohama will be begun early next year. The cost of the earth is estimated at more than a million yen.*

The steamer *Ingborg*, which arrived at Nagasaki on the 10th inst., was not allowed to land her cargo at Keeling and being unable to load coal there, had to proceed to Japan.

The result was, as I stated, that General de Negrier proceeded at once from Hanou to Phulang-thung in the *Carabine*. At the same time all available infantry were sent from Hanou overland to Baemih, taking there what more troops could be spared, marching on to Dap Cau, where they crossed the Song Cau and, finally, falling in with General de Negrier at Phulang-thung, where the artillery had proceeded by gunboats from Hanou.

Meanwhile another minor column of about 400 European soldiers and a couple of companies of Tonquin tirailleurs under command of Colonel d'Aulmer had been despatched from Hanou in the stern-wheel gunboat *Eclair*, accompanied by two or three smaller gunboats, to enter the Lochnan, for the purpose of preventing a junction by way of that river between the Chinese on the Lochnan road, who had formed a line of defense on the Song Thuong, and those on the Lochnan, where they had very strongly fortified themselves in the same manner as at Houghos, i.e., in intrenchments level with the ground and covered over with planks, earth and branches of trees, such intrenchments being supported by small fortifications of which there were 7 here. The French dislodged the Chinese and occupied their positions, the latter having no artillery; but beyond 74 wounded that arrived here on the 12th no particulars of any kind have come to hand. The wounded, however, about Dongtien, whose line of defense was on the Lochnan, where they afterwards found no obstacle. When arrived at about the spot where the *Mazeau* had been so badly crested, the Colonels decided on landing. This was on the 6th; but when this was effected to about one half, they were suddenly attacked by a large force of Chinese, supposed to number about 3,000. The landing was, however, completed under cover of the guns of the gunboats, when six hours' severe fight took place, from 10 in the morning to 4 in the afternoon, when the plucky little handful of men were masters of the position, having driven the Chinese back with a loss estimated at about 1,000 killed. The French lost a young and gallant officer who had just been promoted to Captain a few days previously—*au chot*, his name was Bennett—he died of his wounds, 6 men killed and 26 wounded.

The French had no artillery with them, while the Chinese had a Krupp gun, out of which they fired double shells full of grape shot, the same as has been in use in the French army for the last couple of years. It was stopped at last, but not until the *Eclair* had fired 48 shots at it; the Chinese succeeded, however, in carrying it off. The Chinese are reported to have made a good stand on this occasion and charged the French several times. The Tonquin tirailleurs, on the contrary, are said to have been utterly useless, and even a large quantity ran away during the fight; they have not been brought into fire since.

The blocking of the Formosan ports is a severe measure. It can scarcely be necessary for the French to put a stop to the trade in produce. Surely it is not their intention to starve the Chinese troops there into submission. The stopping of ordinary trade cannot influence the Chinese Government, while it must cause great annoyance and injury to the neutral powers. The most reasonable explanation of the step is that it has been taken by the French to justify the searching of neutral vessels. It will be seen from a telegram in another column that the news of the recent search of British vessels of Tamsui has caused great excitement in England. Per-

haps representation has been made to the French Government on the subject, and this notification of a blockade is the result.

It is to be devoutly hoped that we are not going to have a repetition in the Far East of the Madagascar proceedings. There are very large commercial interests at stake in these waters, and the blocking of the Formosan ports alone is a serious matter in a mercantile point of view. Unless the French intend to adopt the feeble and undignified course of starving the Chinese troops in Formosa into surrender, they might at least modify their notification so far as to allow trade in other contraband goods. As the notice stands it must entirely close Formosa to trade if it matches us to interpret according to the strict letter of international law, and they will scarcely venture to read it in any other light. Upon any such interpretation of the Chinese *Yamen* against this Proclamation was only an article or a trick played on the Foreign Minister, who ordered this to be done.

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In the meantime, General de Negrier, of artillery and war material, placed Lang Kep in a natural position as a redoubt for rebels or others coming down through the narrow hilly road above. Thence they can pour down on the villages in the rice growing plains below, carry off the booty in shape of provisions, men, women and children, and as soon disappear into their stronghold. The same remarks apply to Dongtien and the hills above Quangyen, and the approach of the French the Chinese withdraw towards Langkep, and the former road to Langkep, where he would camp that night at Langkep, where he had information the Chinese headquarters were.

On the 7th from there with his column of about 3,000 men on to the dreary and narrow road to Langkep, wading the Com-mander-in-chief that he would camp that night at Langkep, where he had information the Chinese headquarters were.

On the 8th they had fortified themselves to meet the French.

On the 9th and 10th the French advanced,

and the Chinese retreated.

On the 11th the French advanced,

and the Chinese retreated.

On the 12th the French advanced,

and the Chinese retreated.

On the 13th the French advanced,

and the Chinese retreated.

On the 14th the French advanced,

and the Chinese retreated.

On the 15th the French advanced,

and the Chinese retreated.

On the 16th the French advanced,

and the Chinese retreated.

On the 17th the French advanced,

and the Chinese retreated.

On the 18th the French advanced,

and the Chinese retreated.

On the 19th the French advanced,

and the Chinese retreated.

On the 20th the French advanced,

and the Chinese retreated.

On the 21st the French advanced,

and the Chinese retreated.

On the 22nd the French advanced,

and the Chinese retreated.

On the 23rd the French advanced,

and the Chinese retreated.

On the 24th the French advanced,

and the Chinese retreated.

On the 25th the French advanced,

and the Chinese retreated.

On the 26th the French advanced,

and the Chinese retreated.

On the 27th the French advanced,

and the Chinese retreated.

On the 28th the French advanced,

and the Chinese retreated.

On the 29th the French advanced,

and the Chinese retreated.

On the 30th the French advanced,

and the Chinese retreated.

On the 31st the French advanced,

and the Chinese retreated.

On the 1st the French advanced,

and the Chinese retreated.

On the 2nd the French advanced,

and the Chinese retreated.

On the 3rd the French advanced,

and the Chinese retreated.

On the 4th the French advanced,

and the Chinese retreated.

On the 5th the French advanced,

and the Chinese retreated.

On the 6th the French advanced,

and the Chinese retreated.

On the 7th the French advanced,

and the Chinese retreated.

</div

# THE CHINA MAIL.

No. 6627.—OCTOBER 20, 1884.

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G. DE CHAMPEAUX,  
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Hongkong, October 12, 1884. 1766

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6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M. 10.00 A.M.

8.00 " 8.30 " 9.00 " 9.30 " 10.15 "

8.50 " 9.00 " 9.00 " 9.30 " 10.15 "

9.45 " 10.15 " 11.00 " 11.45 " 12.30 "

10.45 " 12.30 " 12.30 " 1.00 P.M. 1.00 P.M.

1.30 " 2.00 " 2.30 " 3.00 " 3.30 "

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